RAJYA SABHA

Wednesday, the 11th March, 1992121st Phalguna, 1913 (Saka) The House met at eleven of the clock, Mr. Chairman in the Chair,

ORAL ANSWERS TO QUESTIONS

Transportation of Coal by Railways

*201. SHRI P. UPENDRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Ther-nal Power Stations have blamed the Railways for failure to supply the required quantity of coal and also for loading poor quality of coal and short-loading of wagons; and

(b) if so, what action Government have taken to avoid such complaints?

THE MINISTER OF STATE IN THE MINISTERY OF RAILWAYS (SHRI MALLIKARJUN): (a) Some power stations have made such complaints.

(b) Loading of coal to Thermal Power Stations is more than the target fixed for the Railways. The Ministry of Coal are concerned with short loading and quality of coal.

SHRI P. UPENDRA: Sir, this coal traffic is the most important traffic hand-, led by the Railways. Last year, they handled about 135 million tonnes. About 42 per cent of the total traffic is coal traffic and they earn Rs. 3,000 crores from this traffic. Therefore, they should pay more attention to this traffic. This cold war between the Rail Bhavan and the Coal Ministry has been a long-standing one. Always the Railways blame the Coal India and the Coal India blames the Railways. Some solution has to be found. A lot of coal is going out, as per the Railways' admission, from the power stations to private sources and I do not know as to which authority has to control it. This, I want to know from the Minister. He may wash off his hands saying that it is the Coal Ministry's affair. May be, technically, it is right. But is there any mechanism for the Railways to see whether the wagons are loaded fully or half or how much they are loading and why not they immediately detect as to why these are not being fully loaded? What mechanism you have got for this?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): Sir, I am grateful to the hon. Member who has raised this issue. Fortunately, I had been in the Coal Ministry also. Before going to the Coal Ministry, I was in the Railways. And now I am back in the Railways. Sir, the Government is one...

PROF. SAURIN BHATTA-CHARYA: He is responsible for both.

SHRI C.K. JAFFER SHARIEF: The Government is one. They cannot work by compartmentalisation. The objective is more important. Sir, we have been repeatedly having the co-ordination meetings with the Coal, Steel and Power Ministries. It has been our endeavour jointly to see that with regard to both quality and quantity we always have a dialogue. There is a coordination committee. There is a Secretary from the Cabinet Secretariat who also coordinates in this matter. We invite him also to that meeting. Whatever falls within our purview, we take care of that and what is required to be done at the other end, we keep in close touch with the Ministries concerned.

SHRI P. UPENDRA: The second part is the Minister knows that a lot of coal is pilfered in transit. We see coal being taken away from the wagons at different places and sold at a cheap rate or given free; all the wayside people get coal free, on both sides of the railway track. I would like to know what mechanism you have evolved to stop the pilferage whether by posting RPF or otherwise. Of course. I don't have much faith in the RPF people themselves. But still what is the protection you are giving to the wagons to save them from pilferage? Is Coal India preferring any claims on the railways for shortloading or for poor quality or for pilferage?

SHRI MALLIKARJUN. In principle it is the responsibility of the party who booked. But, however, such cases have come to our notice and we on our part held a meeting recently with the coal sector and this point was brought out and we asked them that either at the loading point or even during the wagon movement they should put their people, if possible, so that they can take care of their material which was loaded. So far as

underloading is concerned, we made surprise checks on the South-Eastern and Central Railway and we detected that there were-cases of 17 to 18 tonnes of underloading. We have taken up the matter with the Coal Ministry and they have suspended the officers responsible for it and now regular monitoring has been started. As railways we have nothing to do with the underloading. But we have something to do with overloading. If there is overloading, we will charge for the excess. Whatever the capacity of the box or the wagon, accordingly the freight charges will be made.

SHRI K.G. MAHESHWARAPPA: Regarding transport of coal from Singa-reni to Raichur Thermal Station in Karnataka there has been a long standing dispute. Firstly, the supply was assured on the shorter route of 610 kms *via* Kazipet. But the Southern Railway changed it to a circuitous route of nearly 1,000 kms and they are charging more. The Power Corporation of Karnataka has had to pay Rs. 22 crores more. In addition to that, recently certain wagons were moved on the shorter route but the railways charged the fare for the longer route which resulted in an excess, charge of Rs. 1 crore, and the supply of coal was also inadequate. The honourable Minister is personally aware of this arid this matter has not been settled. May I ask the Minister to settle this matter because it has become a great burden to the Power Corporation. Only one or two units are functioning. I want a categorical assurance that this matter will be settled immediately.

SHRI MALLIKARJUN: The Raichur Power Station is linked with Singareni. Unfortunately in Singareni Collieries they are not able to achieve the targeted production. Somuch so a situation has come where for supplying to the power stations in the South, whether Raichur or Vijayawada, we have to bring coal from the Western Coalfields and from Talcher. This is another irrational movement which is being done and as a result there is a lot of problem for the power stations.

MR. CHAIRMAN: The question is: Are you carrying Singareni coal by a longer route or by a shorter route? He says it has been taken by a shorter route but charged the freight of the longer route. And he says the Minister know about it.

SHRI MALLIKARJUN: Sir, whateve. route is there, it is there. But unfortu nately, ... *(Interruptions)*.....

MR. CHAIRMAN: But he says the there are two routes.

SHRI MALLIKARJUN: Only *vi* Kazipet, *Sir...(Interruptions)...*

SHRI C.K. JAFFER SHARIEF: Sir, agree with what the honourable Memb has said. There is some problem with regard to the two routes because of doubling. Some doubling has to be com pleted. So, if the route is available, we can go by the shorter route. Otherwise, the only route available is the longer route.

SHRI K.G. MAHESHWARAPPA: Then you charge for the shorter route. Why are you charging for the longer route?... *(Interruptions)...*

SHRI C.K. JAFFER SHARIEF: As soon as the doubling is over, both the routes will become completely available and the movement will become easier. The Karnataka Government or the Karnataka Power Corporation, as the honourable Member is said, has not approached us... *(Interruptions)...*

SHRI K.G. MAHESHWARAPPA: No. They have approached you many times...*(Interruptions)...* They have approached you many times and you have also replied...*(Interruptions)...* I have got the letter with *me..(Interruptions)...*

MR. CHAIRMAN: He says that they have written to you.

SHRI C.K. JAFFER SHARIEF: I do not know, Sir. If there is something like that, I will certainly look into it.

MR. CHAIRMAN: Yes, Mr. Jagesh Desai.

SHRI JAGESH DESAI: Sir, Mr. Upendra has raised a vital issue regarding the pilferage or theft of coal. I am very glad to say that during the last three years, losses on account of pilferage have gone down by more than twenty per cent in the Railways and I compliment them for this. But I would like to know what the shortage is in respect of coal. Except in the Northern Region, in all the other. Zonal Railways, losses on account of

pilferage or theft have come down by more than 20 per cent. But, with regard to the shortage of coal in the power houses. I would like to know the situation with regard to movement of coal to the power houses.

SHRI MALLIKARJUN: Sir, may I inform this august House that the target for the movement of coal to the power houses for this financial year is 80 million tonnes. But, in spite of the wagons being held up because of the resources crunch, we are going to transport 85 millions of coal to the power houses. So, there is no lapse on the part of the Railways so far as coal movement is concerned.

MR. CHAIRMAN: It is 85 million tonnes?

SHRI MALLIKARJUN: Sir, in the year 1991-92, we are supposed to transport 80 million tonnes to the power houses whereas we are going to transport more than 85 million tonnes, nine million tonnes more compared to last year when we transported 76.5 million tonnes.

SHRI JAGESH DESAI: Sir, my question is regarding coal supply to the thermal stations. I compliment the Railways on their claim that the losses on account of pilferage have gone down by more than 20 per cent. But I want to know about the situation regarding coal. Coal is not reaching the thermal power stations because coal mafias are there...*(Interruptions)*...

MR. CHAIRMAN. Are you talking of coal pilferage or coal movement? He says that they are going to transport more than 85 million tonnes this year... *(Interruptions)* ...

SHRI MALLIKARJUN: Sir, we are going to complete it by the 31st March ... *(Interruptions)*...

SHRI CHIMANBHAI MEHTA: May I clarify, *Sir...(Interruptions)*...

MR CHAIRMAN: You can clarify when you come over to this *side!...(Interruptions)* ...

श्री राधवजी: सभापति जी, मध्य प्रदेश में सब से ज्यादा कोयला निकलता है, लेकिन मध्यप्रदेश के उद्योगों को ही पर्याप्त कोयला नहीं मिल पाता है, इसलिए कि उन्हें वैगंस पर्याप्त मात्रा में नहीं मिल पा रही है। डाइरेक्टर रेलवे कलकत्ता जितनी मांग होती है, उसका 50% से 60% मंजूर करते हैं और उसमें से डिवीज़नल मैनेजर, बिलासपुर और बाकी डिवीज़नल मैनेजर उसमें से भी कम कर देते हैं। फलस्वरूप मध्य प्रदेश के उद्योगों को पूरा कोयला नहीं मिल पा रहा है।

मैं माननीय मंत्री जी से जानना चाहता हूं कि क्या मध्य प्रदेश शासन ने कोयले के लिए वैगंस का कोटा बढ़ाने का निवेदन किया है? अगर किया है, तो आपने उस संबंध में क्या कार्यवाही की है, क्या निर्णय किया है?

MR. CHAIRMAN: Has the Madhya Pradesh Government requested for more coal wagons? Has it approached you?

SHRI C.K JAFFER SHARIEF: Sir, so far as the coal movement to the power houses is concerned, it is most unfortunate that no power station pays the charges. Nov,, the Coal Ministry has taken a stand to the effect that unless they pay. they will not supply the coal. Unfortunately, the Railways also have to resort to the same method, "Pay and carry." That is what we are thinking of doing.

MR. CHAIRMAN: Are they not paying for the transport?

SHRI C.K. JAFFER SHARIEF: No; they are not paying for the transport. There are some State Governments which are trying to respond and some are not. So. we are putting them on their toes. However, Sir. we have not made any power stations suffer. We will be able to carry more provided they keep on paying us

SHRI PASUMPON THA. KIRUTTI-NAN: Mr. Chairman, Sir, you are well aware and the Minister of Railways as the well as the Minister of Power are also aware that South is starved of power.

SHRI SANGH PRIYA GAUTAM: Now power is being enjoyed by South.

SHRI PASUMPON THA. KIRUTTI-NAN: Sir, Ramagundam is the main source from where Tamil Nadu and the other Southern States are getting power. The generation at Ramagundam super-thermal power station was planned at 12,000 million units for 1991-92 which is 48 per cent higher than the generation achieved in 1990-91. But there was a severe loss of generation of 3,597 million units due to non-availability of coal.

MR. CHAIRMAN: At Ramagundam?

SHRI PASUMPON THA. KIRUTTINAN: Yes, Sir. For non-availability of coal, there was a shortage of power generation up to 3,597 million units.

MR. CHAIRMAN. Thermal power station and the coal-mines are at the same place?

SHRI PASUMPON THA. KIRUTTINAN: Yes, Sir. Only 8,085.446 million units were generated.

Sir, reviewing the performance of the National Thermal Power Corporation's Southern Region, Mr. R.V. Shahsi, the Executive Director...

MR. CHAIRMAN: The question is of Railways. Please ask about the Railways, that is, transport between Ramagundam coal-mines and Ramagundam power station. That is all.

SHRI PASUMPON THA. KIRUTTINAN: Sir, I am coming to the point. To make my point, I have to say something.

MR. CHAIRMAN: Power generation is not their job.

SHRI PASUMPON THA. KIRUTTINAN: I am coming to the point, Sir. you will appreciate if I put my question. Mr. R.V. Shahsi, the Executive Director, told the newsmen that all Memorandum of Understanding targets have been achieved by the Region, and that the profit earned stood at Rs. 58.82 crores. However, the performance would have been far better but for shortage of coal.

MR. CHAIRMAN: Only talk about transport of coal by the Railways.

SHRI PASUMPON THA. KIRUTTINAN: Against a linkage of 70.80 lakh tonnes, only 52.32 lakh tonnes were received during the year. In view of this, I would like to know from the hon. Minister whether this is due to the fault of the Railways or due to the fault of the Coal Department. If it is the fault of the Railways, what action has been taken by the Railway Ministry to rectify this defect?

MR. CHAIRMAN: Have you failed to move coal from Ramagundam coalfields to the Ramagundam thermal power station?

You must be knowing that region, I hope.

SHRI MALLIKARJUN: Sir, kindly listen to me. Ramagundam is at the pit-head of the Singareni Collieries. Coal supplied to Ramagundam is linked with the Singareni collieries. Sir, because of labour strike and because of non-production of coal at the Singareni collieries; the Railways have moved coal from the Western coalfields to Ramagundam. So also, Sir, as you are aware, Obra is near Singrauli and because of this, we have to move coal from the Karanpura coalfields to Obra also. So, we have been moving coal in spite of problems.

MR. CHAIRMAN: Question No. 202.

Shortage of LPG in Delhi

*202 SHRI RAM NARESH YADAV: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether it is a fact that there is acute shortage of LPG in Delhi;

(b) whether consumers have to wait for a long time for getting gas cylinders refilled;

(c) if so, what are the reasons therefor;

(d) the remedial measures taken in this regard;

(e) the number of gas cylinders required per month in Delhi and the number of cylinders applied to it during the last two years month wise; and

(f) the number of gas connections in Delhi, giving separate figures for domestic and commercial use up to the end of January, 1992?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS WITH ADDITIONAL CHARGE OF THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI S. KRISHNA KUMAR) : (a) to (b) Some shortage in availability of LPG occurred on account of labour and other problems in the bottling plant at Tikrikalan. The situation is now under control.

(e) and (f) The number of LPG customers in Delhi as on 1.2.92 is approximately :

Domestic	12.58 lakhs
Non-domestic	5,000

श्री राम नरेश यादव : मान्यवर, मैंने प्रश्न पूछा था कि, क्या यह सच है कि दिल्ली में खाना पकाने की गैस की भारी कमी है? यह प्रश्न का ''क'' भाग है जिसका उत्तर माननीय मंत्रीजी ने नहीं दिया है।